Western Pacific Region

AirportTopics

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AIRPORT CERTIFICATION ARFF TRAINING REQUIREMENTS

Part 139 certificated airports are required to ensure that all firefighting personnel participate in at least one live-fire drill every 12 months. We strongly encourage all firefighting personnel to meet the annual live-fire drill with ground fire exercises and augment or supplement the training with interior and exterior simulations. However, we realize that many Aircraft Rescue and Fire Fighting (ARFF) crews may not obtain live-fire drills more than once a year. Therefore, due to the benefits provided from drills involving interior /exterior simulations as well as ground fires,

The FAA is adopting the following policy:

Index A & B - Airport firefighters may use the ground fire pit of an appropriate size or an interior/exterior ARFF simulator to meet the annual requirement.

Index C, D & E - Airport firefighters may substitute an interior/exterior fire simulation every other year. While the substitution of an interior/exterior fire simulation is optional, the ground fire pit is not. In other words, there cannot be two interior/exterior fire simulation exercises in two consecutive years which count as the annual training requirement.

The interior/exterior fire training simulator may be stationary or mobile and must be a size commensurate with the appropriate index. Advisory Circular 150/5220-17 provides detailed guidance on design standards for an aircraft rescue and firefighting facility. Until the AC is changed to include mobile ARFF

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simulators, the FAA will review the mobile simulators to find whether the simulator provides an acceptable level of training.

For the interior/exterior fire drill to satisfy the requirements of FAR 139.319(j)(3), the exercise shall include at least two of the following simulations:

1. An interior fire.
2. An engine fire.
3. A wheel well fire.
4. An APU fire.

ARFF training records will need to indicate whether a simulator or a ground fire pit was used to accomplish the live-fire drill.

Phoenix Metropolitan Planning Organization

Maricopa Association of Governments recently completed a Regional Aviation System Plan study for the Phoenix Metropolitan area. The study was funded by the Federal Aviation Administration for $145,000. The study evaluates the region's capacity and ability to meet and accommodate the long-term air transportation needs. An important element of the study is the electronic compilation of a complete inventory of the 16 airports in the region. The information compiled in the electronic format will facilitate the exchange of data among member agencies, federal and state agencies, and private sector. The study also includes the evaluation of intermodal needs and the creation of airport sketches in electronic format, maps with digitized noise contours, and airport database. The database consolidated information from FAA's National Plan of Integrated Airport Systems, the State Aviation Needs Study, the Regional Aviation System Plan, and local planning documents. The database also includes airport operation and facility information.

Listing of Airports on the Internet

Have you ever had a need for a listing of all Part 139 certified airports or public use airports in general? Well now you can find listings for just California, just Arizona, or the entire United States on the Internet. The Federal Aviation Administration's Airport Safety Data Branch in Washington, D.C. has a web site that you can visit to download and/or view the listings. The address for these listings is http://www.faa.gov/arp/330home.htm. This address will take you to the Airport Safety Data Branch homepage where you can choose which listing you wish to view. These two lists are the same listings that the Airport Safety Data Branch will charge for if you wanted a hard copy. Now it's FREE off the Internet.

Other information provided on these listings are the names, addresses and telephone numbers of the individual airport manager and owner.

Airport Master Records on the Internet

There is a web site that one can visit to download and/or view Airport Master Records (FAA Form 5010-1). The layout of the form may not be arranged in the manner that the user is accustomed to but all the information should be the same. The address for Master Records is http://www.gcrl.com/aims-sec.htm.

The Federal Aviation Administration makes no warranty, expressed or implied, as to the accuracy of the information. The FAA expressly disclaims liability for the accuracy thereof. Always consult appropriate NOTAMs, Airman's Advisories, Flight Information Publications or airport management for supplemental data and current information.

Airport Financial Reports

Sponsors of federally-assisted airports are reminded of the requirement to prepare and file certain financial reports. The FY 1994 FAA Authorization Act included provisions requiring two new reports from airport sponsors. The first provision requires sponsors of federally assisted airports to report to the Department of Transportation amounts paid and services provided to other units of government. The second provisions requires that the sponsor of each commercial service airport report in detail the total revenue and expenditures at the airport, including revenue surplus.

Sponsors of commercial service airports are required to file both reports. While the government Payment and Services Report is technically required from all sponsors accepting grants with the new assurance, the FAA will require submission of the report to the Airports District Office and Washington headquarters only by commercial service airports at this time. This group of airports includes the airports used by carriers, and includes all of the largest airports most likely to be able to generate excess revenue that could be diverted to non-airport uses. Other airport sponsors subject to the requirement must prepare the report and make it available on request to the FAA, members of the public, and members of the airport user community. The FAA may require that all airports submit the Governmental Payment and Services Report in the future.

On July 29, 1996, the FAA published in the Federal Register notice that the reports are due 120 days after the end of the sponsor's fiscal year. For those sponsors whose fiscal year ends in June, those reports are now due.

Copies of the report formats and instructions for completing the reports are available from your Airports District Office/Standards Section and may also be downloaded via Internet from the Office of the Associate Administrator for Airports World Wide Web site at: http:/www.faa.gov/arp/arphome.htm.

Reports must be submitted to your Airports District Office/Standards Section and to: Airport Safety and Compliance Branch, AAS-310, ATTN: AIRPORT FINANCIAL REPORTS
800 Independence Ave., NW., Washington, DC 20591.

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